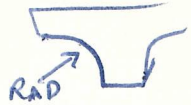
G.W.R. BOGIES

9'-0 PRESSED STEEL (COLLETT)



DWGS

MRC. MAR 50 P41.

PHOTOS

MRC JULY 44. P106 (2 PHOTOS WITH & WITHOUT STEPS.

" " " " (SIMILAR TO ABOVE BUT WITH SHORTER SPRINGS ALSO COIL SPRINGS ON BOLSTER

MRN. FEB 53 P30 " DITTO "

BW 8/15

BW 9/15.

BW 19/20

BW 28/36 ON MAIN LINE COACH W6713.

CC. 19A.

BW 94/8

BW 100/29

GWR BUFFET

9'-0" COLLETT

DWGS

PHOTOS

BW 9/16
BW 31/36

GWR BOGIES

7'-0" COLLETT

DWGS

PITOTS

BW 20/35
BW 32/18 ON MINSTER W486
BW 66/1&2.
BW 90/14

GWR BOGIES

8'-0" AMERICAN EQUALISING

DWG

CONST. METHODS (ART.) MRC NOV 60 P255

PHOTOS

BW 66/23.
BW 66/30

GWR BOGIES

9'-0" AMERICAN EQUALISING

DWGS

V.G. "RAIL. MECH. ENG VOL 1 (P114)

PHOTOS

MRC. JULY 44 P106 (ON SIP G)
(MONSTER AT PRESTEIGNE) BW 9/7
SIPHON W 1308 (STOKE CANON) BW 27/8

GWR BOGIES

10'-0" DEAN. INTROD. DURING PERIOD 1885-96
MRN DEC 52 P262

DWGS

MRN DEC 52 P260 (INCL. ART.)

PHOTOS

MRN. FEB 52 P. 38 (ON CLER CHACH)
BW 3/27 & 29
BW 9/33 → 8'-6" ✓
CC1A. (AT ABERYST)

GWR BOGIES

8'-6" DEAN

DWGS

PHOTOS

CLOSE UP OF 1/2 BOG & SCROLL SUSP. (COL STREV) → BW9/42 (COPY BW37/2)

COMPLETE BOGIE (VG) COL. STR → BW9/43 (COPY BW37/1)

DWG ← V.G. DWG (DETAILED). RLY. ENG. SEPT 1894 P276 (COPIED IN MY SKETCH BOOK.)

PH. ON 4'-0 3/4 PASS. BKE (BENDLEY) BW101/4

PH. - - - - - - (CLOSE UP OF SUSPENSION LINK) BW101/9

G.W.R. BOGIES

6'-4" TYPE

DWGS.

MRC. JAN 43 (NOT GOT.) REF. ON P241 MRN 1946

V.G. DWG. & ART. RLY ENG. DEC 1892 P335
PLATE Nº 5222
(ALSO V.G. DWG. OF THE ASSOC. UNDERFRAME)
(COPIED IN MY SKETCH BOOK)

PHOTOS

BW 20/31 (LLANT)
BW 21/4
W9966 @ TEIGNMOUTH BW 27/33
" - - - - BW 27/34 (CLOSE UP OF BUCKETS)
W9980 (PENGAM) BW 32/26 (" ")
ON DW 9967 (COL. STR.) BW 27/40
W 9952. BW 3/8
W? BW 3/4
FROM 40 PASS. PARCELS VAN Nº 203159 (WITH TIE BAR) 50/32
DITTO (BUT CLOSE UP OF END OF BOGIE) (NOTE EXTENSION BKT FOR SCROLL IRON PLATE 50/33
PHOTO (COL STREY.) (POOR) 60/40

FISHBELLY BOGIES (GWR)

PHOTO	BW 8/6
" ON TRAILER COACH	BW 9/26.
" (LLANT.)	BW 20/34
"	BW 25/36
" (POOR - TOO DARK)	CC 14A.
" (ALECS. NEGATIVE)	BW 25/44
"	63/33.
"	BW 66/24
"	91/2
PH. ON TOPLIGHT @ BEADLEY	BW 101/1

GWR BOGIES
6 - WHEEL TYPE

DWG & PHOTO (ON 1ST CLASS SLEEPER)	MRC SUPP. Nº 2 DEC 51 P60
PHOTO ON SALOON	R. MAG 53 P844
PHOTO BOGIES (RESTAURANT CAR W079128W in Swindon)	BW 49/20
" " - - — Nº W9527W " "	BW 64/49

Jack Slinn has DIAGRAMS for Clerestories & for Dean Bogies

G.W.R. UNDERFRAMES

BOGIE VEHICLES

SHEET 1

3

70'

V.G. DWG ART & PHOTO OF 69'-5" UNDERFRAMES FOR 70' CONCERTINA ETC (MRN AUG 50 P.150)
V.G " " - - - - - - - - - - - - (RLY MECH ENG. VOL 1 P102) P105

PHOTO OF MULTI-BAR (TUBULAR) TRUSSES (COPY OF R. ENG. PHOTO) BW33/24 (CLOSE UP) & 5 FULL VIEW

57'

DWG & ART. OF 56'-10½" UNDERFRAME FOR 57'-0" COACHES MRN JAN 28 P.16

50'

V.G. DWG OF STD. 50' UNDERFRAME RLY ENG. SEPT. 1894. P.275. (PADD. MUSEUM).

VARIOUS

V.V.G. DWG & ART. ON UNDERFRAMES ETC FOR CLERESTORY COACHES MRN. DEC 52 P260
PHOTO CLOSE UP OF 'V' HANGERS VAC CYL QUEEN POSTS ETC (FROM COL. STR.) BW27/41

STD. FLAT BAR SECTION TRUSSES WITH ROUND QUEEN POSTS

PHOTO ON COACH W9898 TINTERN BW10/8 & 9

46'-6¾" Cl. Coach W9966 &

PHOTO VAC CYL ETC (KING POST) BW27/35 & 36

W9980 CLER BOGIE COACH WITH KING POST BW32/27

Photo of KING POST & TRUSSING ETC BW 3/5 W?
BW 3/9 (W 9952).

PH. BRAKE GEAR & VAC CYL OF 40' PASS. PARCEL VAN Nº 203159 50/35
PH OF GAS TANKS OF ABOVE ↑ 50/36

48'-6¾"

V.G. DWG. OF UNDERFRAME FOR 48'-6¾" TRI-COMPO DOUBLE COUPE LAV. CARRIAGE
& ART. (LENGTH OVER HEADSTOCKS, 47'-11") ('DESIGNED DEAN') RLY ENG. DEC 1892
6'-4" BOGIES P. 335 PLATE Nº 522
(COPIED IN MY SKETCH BOOK).

Ph of W 9931. W (CORR) BW 66/32

PH OF ~~[illegible]~~ QUEEN PISTS W 50971 {& SEE INF. ON GAS CYL. IN NEG. FOLDER Nº BW 67} BW 67/21

V.G. DWGS OF STD 50' UNDERFRAME & GAS CYL & VAC CYL. ETC. RLY ENG 1894 P275 (COPIED IN MY SKETCH BOOK)
(49'-7" O.H.) WITH 8'-6" BOGIES.
FOR 56'-0¾" COACH & 52'-0¾"

GWR UNDERFRAMES

NON - BOGIE (ie. 4W & 6W)

PHOTOS OF UNDERGEAR INCL. " OUTSIDE RODDED BRAKE GEAR (6 WHEEL CLER. LLANT.)	BW20/37 & 38
" " " " - - - - - - - - - -	BW21/2 & 3.
PHOTOS OF BRAKE GEAR (OUTSIDE RODDED) ON 6W COACH (PENGAM)	BW32/24
PHOTO OF W IRON, AXLE BOX & SPRING SUS. (4 W COACH) HOOKERGATE	CC9
PH. OF TRANSVERSE GAS TANK & ADJACENT DETAIL (6W BKE/3RD)	50/21

GWR COACHES

GENERAL. INF.

SEE SEP. SHEETS FOR LIGHTING & HEATING.

(1) Private firms built + supplied rolling stock for GWR until 1867 (R. WOW OF THE WORLD VOL 1 P280

(2) An 8 wheel (46 FT) coach appeared in 1874 (BUT NOT BOGIE) (- - - - -)

(3) 1ST GWR DINER with vestibule connection introduced (1st Class only) LOCO MAG 1896 P134
1ST GWR DINING SALOON PUT INTO SERVICE ON 11TH ULT. 1896 ON S. WALES SERVICE RLY ENG. JUNE 1896 P.158

(4) 2ND CLASS finally discontinued on GWR IN SEPT 1910
but retained on GW/LNWR joint stock until LNWR discont'd it

(5) In 1837 Brunel rec. 6wheelers in preference to 4w. and std B.G. vehicles for 1st 2nd & 3rd were built until the seventies, tho' some 4w were made. Notable exceptions were the 8w LONG CHARLIES IN 1852 (NOT BOGIES) (19th Cent R. Carriage - WAM. ELLIS P24)

(6) 1st CORRIDOR TRAIN INTRODUCED IN 1892 MRN 1952 P124 (GWR?).
'RIGID' TRUSSING NOT USED UNTIL 1914 (BINNEYS NOTES E80 →)

(7) MANSELL WHEELS 1st appeared in 1848 (with improvements they spread to all companies) WAM. ELLIS 19TH CENT R.C. P 30

(8) ALL GWR MAIN LINE CARR. INCL 6W ILLUST. BUILT FROM THE LATE SEVENTIES UNTIL BOGIE TYPES OF PRESENT CENTURY HAD CLER. ROOFS } " " P68

(9) Std PANEL & WINDOW DIMENSIONS (CLER. & EARLY PANELD COACHES MRC JAN 52 P16

(10) DITTO INCL 'ENDS' (VG) (NOTE ALL GW MOULDINGS ARE 3/8" THK) MRN SEPT 52 P183&5
18.-005" OD GAUGE.

(11) Typical GWR Sub Set:- Bogie Bke Third / 3 - 4W 3RDS / 2 - 4W 1STS / 1 - 4W 2NDS / BOG. BK 3RD
MRC MAR 43 P45 (MMRS LIB)

(12) 3RD CLASS SLEEPERS INTR. FOR 1ST TIME SEPT 24TH 1928 GW MAG 1928 P385

4

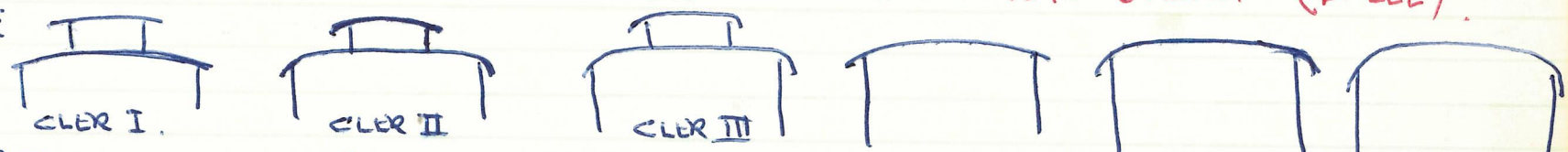
GW COACHES
GENERAL

Sheet 2

VVG. ART "ORDEAL TO LUXURY IN RLY TRAVEL INCL DATES OF INTRODUCING VARIOUS" – HEATING, LIGHTING ETC) GW MAG 1935 P505 *VG.

VAC. BRAKES FITTED TO COACHING STOCK FROM ABOUT 1878 ONWARDS (D. LEE).

ROOFS PER D. LEE



CLER I. BOTH DECKS RADIUS.

CLER II TOP DECK RAD. LOWER " 3 CENTRE

CLER III BOTH DECKS 3-CENTRE

RADIUS (ARC) gn.

3-CENTRE (NEARLY FLAT ON TOP)

ELLIPTICAL

REMOVAL OF PROJECTIONS ("WINGS") i.e. GUARDS LOOK OUTS STARTED ABOUT 1918

INTRODUCTION OF PULLMAN CARS ON GWR R. MAG 52 P788

REF - INTROD " " " " " R MAG 47 P190

COACH RE-NUMBERING SCHEME ANNOUNCED IN. RLY. MAG APRIL 1907 (PRESUMABLY FROM 1-1-07) (J. SLINN)

R P WALFORD (LETTER FEB 16th 1963)

There was a rapid transition of designs in the 1880's, the order being:-

1. ARC ROOF (OR CLEREST WITH TWO ARC DECKS) LOW WINDOWS DEEP PANELS.
2. ARC ROOF HIGHER QUARTER LIGHTS, MEDIUM PANELS. RARE (DROPLIGHTS STILL LOW)
3. ARC ROOF FULL HEIGHT QUARTER LIGHTS. (DROPLIGHTS STILL LOW) KNOWN AS "HIGH/LOW"
4. CLEREST ROOF WITH ARC UPPER DECK & 3-CENTRE LOWER ALL HIGH WINDOWS.
5. 3 CENTRE ROOF (OR CLEREST 3 CENTRE BOTH DECKS) " " "

OF THESE 1 & 5 ONLY, COVER LONG PERIODS BEFORE & AFTER (1880's gn.).

NOTE FROM BINNEY'S LIST OF COACH DWGS:- "(A) Roof vacuum tanks were not originally fitted to Ships. Unknown when they came in but appar. after 1901

(B) G3 IS THE FIRST VEHICLE TRACED TO HAVE THE DEAN 10'-0" BOGIE "STOCK DATE OCT 1894 & FROM THE OVERHANG IT WAS DESIGNED ~~FOR~~ TO HAVE 8'-6" ~~BOG~~ – BUT LATERS ~~FOR~~ FITTED

GENERAL COACH REFERENCES
NOT SPECIFIC TO A COACH

SHEET 3

ART. "Carriage Building Development at SWINDON — GW MAG 1924 P415

PHOTO OF END OF CLER. COACH SHOWING CORR SIDE & TAIL LAMPS — GW MAG 1922 P296

PHOTO OF OLD 4W COACH SHOWING UNUSUAL HANDLES & PANEL LINING (EARLY 70'S) ETC (ALSO ALARM CORD) — GW MAG 1917 P168

PHOTO ROUND TOP DOORS & VENTILATORS (EX METRO?) — " " 1916 P141

" " " " " " " " " — " " 1915 P212

V.G. PHOTO OF WINDOW GRILL ON CLER. COACH LUGG. DOOR — GW. MAG 1914 P188

V.G. PHOTO OF LINE OF COACHES IN SWINDON PAINT SHOP — " " " " P216

LONG ART. ROLLING STOCK DEVELOPMENTS (VERY USEFUL DATES) — " " 1913 P164

SLIP COACHES. V.G. ART. DWGS ETC ON PRINCIPLES OF SLIPPING COACH — " " 1907 P14

PHOTOS OF VARIOUS COACHES C 1900 SHOW. GART. & CRESTS & 3 WINDOW BARS — " " 1908 P187

V.G. PHOTO OF B.G. COACHES IN SWINDON MORTUARY — " " 1932 P267

PHOTO OF PORTION OF OLD COACH PRE 1867 (OIL LAMP VENTS ETC) — " " " 1939 P321

(BW 20/27) 51'-7" ACTUALLY = 48'-6¾, ∴ 53'-1" would = 53'-1" less 3'-0¼" = 50'-0¾"

BW 20/29 GW CLER. HAD 34'-5" which = 31-0¾ = 3'-4¼ less. (MUST BE LONG BUFFERS)

BW 20/30 4W 3RD/BK HAD 32'-7" but is known to be 31'-0¾ i.e. only 1'-6¼" FOR BUFF. ← NOT ENOUGH.

BW 33/1 4W ALL 1ST. HAD 29'-11" BUT IS PROB. 28'-0¾ i.e. 1'-10¼" FOR BUFF'S?

RH. (REPRODUCED FROM GW MAG 1917 P.168) SHOWING SEVERAL INTERESTING POINTS — BW 66/16

A HISTORY OF GWR COACHES. 1923-1947. — R. WORLD. SEPT 63. P344

V.G. ART. "THE EVOLUTION OF PASS. TRAVEL ON THE GWR. → THE LOCOMOTIVE APRIL 15th 1924 P113 - 117 IN MMRS LIB.

✓ EXTRACTS ① GW CARR. INTRO. WHEN THE LINE TO BRISTOL WAS OPENED IN 1941

② The first carriages for the GWR built by Mr Shackleford at his works near OXFORD, opened in 1836. These works were moved to Cheltenham in 1840 & were employed for many years making B.G. carriages & wagon for GW Bristol & Exeter, South Devon, Cornwall, Vale of Neath & other lines

③ about 1850 a B.G. compo was introduced with a 1st cl. COMPT between two 2nd class. A seat on the roof was also provided for the guard. This lasted until the early 70's

④ Most of the early NG vehicles were built by firm of WRIGHT BROS. — the predecessors of the present of the METRO-CARR & WAGON & FINANCE Co of BIRMINGHAM.

PTO. 2

(5) It was not until 1867 that the Co started carriage building & then solely for the N.G. This was at the WORCESTER shops taken over from the WEST MIDLAND RLY

(6) The present carriage works in SWINDON were opened in 1869 & the first coaches built there in 1871

(7) From 1881 onwards, no more B.G. carriage bodies were made — only the underframes being made to the under dimension with N.G. bodies mounted on them.

(8) OCT 1ST 1861 saw the first N.G. train leave PADDINGTON FOR BIRMINGHAM.

(9) The earliest N.G. carriages built about 1846 had iron bodies & underframes for 3rd class with a light iron plate roof — open sides above the waist line.

(10) THE VAC BKE was 1st fitted to carriage stock in the early "seventies"

(11) The ~~fo~~ first bogie carriage appeared in 1874 46' long with a form of CLERESTORY ROOF which for a long time afterwards was a feature of GWR stock

(12) In 1882 as long stop runs became more frequent, LAV. accom was provided in 1st class carriages, other than family coaches, which had already been so fitted

(13) The first 5 coach corridor train was built at SWIND. in 1890 — had BAY-WINDOWS, & used on the LONDON - BIRKENHEAD SERVICE.

?

(14) Steam heating was the next innovation & was introduced in 1893

(15) By the introduction of CORR. VEH'S LAV. acc was avail. for all CPT'S & when DINING CARS were introduced in 1896, ready access was afforded thereto. Tickets could also be exam. & collected on the journey

16 It should be mentioned that until the abolition of 2ND CLASS on main line trains, from 1908 to 1910, the GWR ran the only "THREE CLASS" corridor train in the country.

?

(17) The first four train of CORR. coaches worked on the BIRMINGHAM — BIRKENH, PLY & PENZ. TORQUAY & CARDIFF & SWANSEA Saloons respectively

18 Electric light first installed in the ROYAL SALOONS in 1897 & 3 YRS later, one of the ~~Bo~~ BIRMINGHAM boat trains & the "CORK BOAT EXPRESS" (PADD to MILFOR) were lit by electricity

19 Chain communication between PASS & GUARD was first fitted to a GW train in 1899 substituting the old method of a cord attached to a bell on the side of the tender or engine

20 The first 3rd class bogie saloon made its first appearance in 1901

CONTINUED BACK OF SHEET 4

GENERAL REFERENCES TO COACHES

SHEET 4

McDERMOTT

1ST PASS. CARRIAGES TURNED OUT BY SWINDON WAS IN MARCH 1870 IE. 6W. COMPTS. 25' LONG
8W carriages for ordinary passengers began to appear in 1878 (similar to those for the B.G.) Their length was increased in stages from the original 46'-6" to a max. of 70' in 1904 (WIDTH from 8' to 9'-6")
The first corridor coaches of 1892 were 50' x 8'-6
The first restaurant Car of 1896 were 56' long and those for all 3 classes, 68' in 1903.
Rounded Roofs began to supercede the Clerestory in 1904
Mansell wheels first tried out in 1866 & generally adopted for all new stock 2 years later.

VAC. BRAKES Sanders automatic Vac. Brake tried out on N.G. train in 1876 & in 1878, the B.O.T. reported favourably, after which, (with various improvements) it was gradually applied to all coaching stock of both gauges & proved very successful. Eventually, it was modified to the present G.W. standard Auto. Vac Brake.

Continuous wooden footboards began to replace the small iron step at each doorway in 1876

FIRST ATTEMPT to improve emergency communication between passengers & driver, over the outside cord along the carriage eaves, (adopted in 1869), was made on the new corr. coaches of 1892. but was unsatisfactory & the cord remained an inefficient nuisance until 1900, when the inside chain, was introduced.

Bare wooden seats of 3rd Cl. Compt's were gradually covered with upholstery from 1878

GAS LAMPS. began to replace the oil lamps in 1882. The coaches working over suburbs the METRO RLY, had been gas lit since 1863.

a few 1st class compartments were provided with LAVS. (hitherto found only in FAMILY & SLEEPING CARRIAGES) in 1884 & many more in & after 1888. The inferior classes had to wait for the corr. coaches of the next decade.

Steam Heating also came in with the corridor, replacing the miserable ~~along~~ hot water ~~tins~~ tins called FOOTWARMERS.

The NEW ROYAL TRAIN of 1897 was the first to be lit by electricity, and the COMET boat train of 1900, the first for ordinary passengers. Electric lighting became more general 5 years later, but did not entirely oust gas which was vastly improved by the adoption of incandescent mantles in 1905

FROM THE LOCOMOTIVE APRIL 15TH 1924

(21) For many years the privelege of taking lunch or dinner was confined to 1st class pass.
However, about 1902, 3rd class dining accom was provided on the splendid CORNISH TRAIN, & several other expresses

GENERAL REFERENCES TO COACHES

McDERMOTT :-

LIVERY

Great Western Coaches were dark brown all over until after October 1864, when the Directors decreed that the tops of the carriages of all classes, should be painted white which when varnished, produced the familiar cream tint. Cream & Brown remained standard for all pass. coaches until 1909, save for one train experimentally painted dark lake in 1903. Then Brown all over was resumed, to be ~~replaced~~ changed to CRIMSON LAKE in 1912. This lasted for 10 years after which cream & brown were once more made the standard colours.

GWR COACHES
LIGHTING

① about 1874, the evil smelling oil lamp was replaced by GAS compressed in cylinders (R. WONDERS OF THE WORLD VOL 1 P. 280

② 1882 :- GAS REPLACED OIL FOR LIGHTING (MCDERMOTT P590 VOL 2.) per D. LEE.

③ END OF CENTURY (c1900) WHEN ELECTRIC LIGHT 1ST INTROD.

④ Sic 1st Class Carriages equipped with OIL LAMPS in latter half of 1842 (19th Century R. CARR HAMELLS P24.
These were far superior to anything at this period (1850)
The 2nd class were far inferior (ie. OPEN TYPE) the closed type not bad

⑤ Vth. LONG ART. "ELECT. LIGHTING IN CARR. GW MAG 1911 P188
⑥ TRAIN LIGHTING METHODS. ART. GW MAG 1905 P65
⑦ ART. "ELECT. TRAIN LIGHTING & ITS' PROBLEMS " " " P102
⑧ FIGURES OF ELECTRIC V GAS FITTED STOCK AT 1935 - — 1935 P13.

GWR COACHES
HEATING

① Steam Heating of Compartments introd 1873. (R. NEW. OF THE WORLD) VOL 1 P280

② ART. "STEAM HEAT ON RAILWAYS" V.G. LOCO MAG. 1896 P134.

LIV. HIST. RLY. MAG. MAR/APRIL 1943. P106.
THE 'SIGNAL' — BRISTOL RLY CIRCLE MAG (BOOKLET) QOTD BY SLINN
HIST. MRS. JOURNAL OCT 65 VOL 5. No 4

GWR COACH LIVERY DETAILS. SHEET 1

CYRIL FREEZER STATES
UP TO 1908 CHOC & C CHOC. ENDS (LINED PANELS)
UP TO 1913 ALL CHOC INC ENDS (LIN. NOT SO ELABORATE)
UP TO 1922 LAKE INC ENDS SOME LINING
AFTER 1922 CREAM UPPER CHOC LOWER BLACK ENDS.

NOTE. V.G. COLOURED BOOK ON BR COACH & LOCO LIVERY – SEE COACH FILE

V.G. PHOTO	C 1900	ALL 2ND ~~[illegible]~~ BOGIE COACH (NOTE THIS SHOWS CHOC. ON CLER ROOF RAIN STRIP)	MRC AUG 57. P219
V.G. "	C 1900 (MODEL)	3RD/BK " "	MRC. MAR 54 P58
PHOTO	C 1900	3RD BKE " "	CCW BOOKLET SHEET 2 (3 DOWN)
"	C 1900	ALL 3RD " "	" " " " " " (4 DOWN)
VARIOUS PHOTOS MODELS. (MID TWENTIES?)			MICH. LONG 4m/m R.S.
V.G. ART ON LIVERY HISTORY			R. MAG. MAR/APRIL 43. P106
SHORT ART " " " "			MRC. JAN 52 P.17.
V.G. ART. " " "	(1910-44)	SOME REF TO PRE 1910	MRN. JAN 45 P16 } R.P. WALFORD
" " " " "	" " " " " " " " "		" " MAR 45 P53 }
V.G. LETTER (PERIOD PAINTING)			R. MOD NOV 61 P269
SHORT ART.			LOCOMAG. 1896 P20 (COPY IN MY COACH FILE)
DWG FROM SWINDON No 131813 GIVING DETAILED (SCALE) INSTRUCTIONS OF ALL COLOURS INVOLVED PRE 1908 PRESUM.			
V.G. PHOTO	CORR ALL 3RD & CORR ALL 1ST C 1904	(SHOWS CHOC ON CLER ROOF)	GWR MAG FEB 1904 P.19
INFORMATIVE LETTER ON PAINTING OF 'ENDS' ETC BY MR WALFORD.			MRC. JAN 63 P.27
SUMMARY "PASS. TRAIN LIVERY" GWR			RLY MAG 49 P349
J SLINN STATES:- GW. COACHES UP TO 1856 WERE 1ST CLASS YELLOW 2ND - BROWN, 3RD - GREEN			(RLY MAG. VOL 21 1907 P82

PHOTO OF SEVERAL OLD COACHES @ CHIPPING NORTON JCT. (J. Russell) BW 77/30
PHOTO OF CLER E73. SHOWS GARTERS & CREAM & CHOC CLER ROOF CLEARLY 84/12
V.G. ARTICLE ON GWR COACH COLOURS (VARIOUS PERIODS) BY J. SLINN MRC. JUNE 67 P183&4

GWR COACH LIVERY 1910 – 1947 MRN 1949 P117 (REFERS JAN 1945 P.16 & 17).
GWR Quarter Crest PRIOR TO 1903. & also 1903 to 1912 BW 96/21
" " " 1912 to 1922 & also the 1906 Monogram 96/22
GWR. LIVERY. ART IN THE 'SIGNAL' BRISTOL RLY CIRCLE MAG. (BOOKLET.) GOT ✓ J. N. SLINN

5

GWR COACH LIVERY DETAILS

FROM :- ROYE ENGLAND :-

SHEET 2.

① THRO 19TH CENTURY, BELOW WAISTE WAS UMBER & UPPER PANELS WHITE (VARNISHED TO GIVE A VERY PALE CREAM. DECORATED WITH GARTER ARMS, SOMETIMES SINGLY & SOMETIMES DOUBLE (ie. SPACED APART ON COACH), WITH CRESTS ON EITHER SIDE OF THE GARTER

THE COACH Nos WERE IN THE EAVE PANELS (AT EACH END) & PROBABLY IN GOLD.

'CRESTS' ARE THE SNAKES & BALANCE ABOVE THE SHIELDS

② AROUND THE TURN OF THE CENTURY SOME LOCOS. (& POSSIBLY COACHES) HAD THE ENTWINED GWR MONOGRAM

NOTE :- ALL COACH ROOFS WERE WHITE WHEN NEW THROUGH-OUT GWR DAYS.

③ IN 1908 the all BROWN (UMBER) introduced with edge lining retained. with garter arms as above.

④ 1912 Red Brown (Maroon) introduced all over the coach with Nos in waist panels. (See GORDONS HOME RAILWAYS P.28)

(UNFINISHED)

↓ SEE LONG LETTER FROM ROYE ENGLAND (FOR PERIOD UP TO 1948) - IN COACH FILE.

NOTE :- V.G. PHOTO SHOWING GARTER & CRESTS (N.G. COACH VALE OF RHEID) GW MAG 1923 P417.

LONG DETAILED ARTICLE WITH DWGS & PHOTOS BY JACK SLINN HIST. M.R.S. JOURNAL OCT 65 VOL 5 No 4

TYPED COPY FROM CARTER'S BR RLY LIVERIES. (IN COACH FILE?)

PHOTO OF B/LOWKE SPECIALLY BUILT '0' GAUGE COACH (6 CPT ALL 1ST) IN C1900 LIVERY INCL CLER ROOF SHOWING (INTERTWINED MONAGRAM) ON 1ST CLASS COACH INSTEAD OF GARTER ARMS SEE MODEL RLYS 1838-1939 BY HAM. ELLIS P105

SOME TERMS & ABBREVIATIONS USED

ANGLE IRON	RIGID TRUSSING OF ANGULAR MEMBERS
ARC	ROOF CONTOUR IS ARC OF A CIRCLE
BARS I	RECT. BAR TRUSSING; EAVES PANELS, & ONLY ONE TOPLIGHT OVER END LONG CORRIDOR LIGHTS.
BARS II	RECT BAR TRUSSING, NO EAVES PANELS & TWO TOPLIGHTS OVER END LONG CORRIDOR LIGHTS.
BAY WINDOW	DOORS NORMAL CONTEMPORARY SECTION, BODY BELLOWING OUT HORIZ. & VERT. BETWEEN DOORS.
CLERE I	CLERESTORY, BOTH DECKS ARC.
CLERE II	{ - - - - UPPER DECK ARC. LOWER DECK 3-CENTRE
CLERE III	CLEREST. BOTH DECKS 3-CENTRE
CONCERTINA	{ DOORS VERTICAL INJECTION, IN RECESSES; (EA COMPT PROVIDED WITH DOORS
ED/I	{ END-DOOR; HIGH WAIST FOR DOORS, LOW WAIST FOR ¼ LIGHTS.
ED/II	END DOOR; ALL DRAPLIGHTS SAME DEPTH AS QUARTERLIGHTS
ED/III	AS ED/II But with intermediate doors & varying arrangement of lights on corridor side
LONGS	LONG CORRIDOR LIGHTS
METRO	— Specially designed & built to suit workings over Metropolitan Railway.
MULTIPLE BAR	{ Trussing (NOT RECT.) } Multiple Circular BARS
OPEN/I	High Waist, originally with droplight to the boys, afterward with divided light.
OPEN/II	Divided lights, both LAVS at some end
OPEN/III	? Div. Lights; LAV @ each end, ½ BAY ? opposite each.
OPEN/IV.	? Ditto 8-11 wide ?
PLAIN	Rect Bar Trusses, twisting thro' right angle immediately adjacent to underframe.
TWIST	Rect Bar Trusses, twisting thro' right angle about ½ way between queen posts & underframe.
SE.	Semi-Elliptical Roof
SHORTS	CORRIDOR lights some with an compartment greater lights.
SPBE	Steel Parallel Bow ended
SPFE	" " Flat ended.
SPTL	" " with Triplights.
THREE CENTRE	Roof Contour Arch of a 3-Centre Arch (REFERRED TO IN SWINDON D.O. LOT LIST, against LOT 397 as "elliptical roof"

6

P.TO

Copied from Dodds' notes

'MODERN' GW COACH CATEGORIES

S.P. There are a few designs similar to S.P.TL but without Toplights & without the space for Toplights, i.e. the window levels are similar to the 57' BE stocks But there is a group of 57' Non Corr 1st with canvas roof, low waist level, end turnunder & lolechain.

S P TRANSITIONAL There start period 1922/23 & have a steel roof which overhangs ends Certain designs have end turnunder.

S P I 1925 57' & 56' B.E. design, roof flush with ends 7' Bogie. x 9' (later, x 8'-10¼") Earlier ord. door locks later slam locks.

S P II 1929 x 9'-5¾ (x 9'-) Diners & Sleeper) (a) One recess for door & commode handles. (b) seperate recesses for d & c. handle. May all be 60'

S P III 1930 (abt.) "Cross Country" x 9'-0" Recessed handles B.E.

S P IV 1930 (") "South Wales" x 9'-3" - - - - - - - - - B.E. & F.E

S P V 1933 x 9' 57' Vest. Sided (i.e. No lambklams between waist & eaves). Door on corr. side reduced to ½ No. of CPTS. F.E. NO CORR COMPOS BLKE 3rd & Blke Compos exist with dloplights (a) to both lugg. doors (b) to left hand door only

CENTENARY 1935 "Centenary" End Door at angle, width 9'-7" length 61'-4½"

E.D I 1935 "Sunshine" End Door Thirds, Compos, Blke 3rd, Buffett with cpts. LOW waist, but old style doors, with high waist x 9'

E D II ? DATE x 9' High waist & doors having same waist level. Dlopight between each door. longlight

E D III 1937 60'-1¼" x 8'-11" 7 drop arr. of doors & lights on CORR side. Some cases, doors opp. CPT. doors, other opp. partition between CPTS. A number have doors on CPT side in one or two places.

E D IV 1946 Sloping end to roof. All 66'-8" x 8'-11"

Compos of ED I & II, pass. III, are to be found 4/1, 3/3, and 3/1, 4/3. May also be found on SP III. Vans were built to S.P. V design long after corresponding pass. carrying diagr. had been superseded.

F.E. & B E may be found in the same category. Believed all had flush windows after 1929. Also three categ. of centre stocks OPEN I, II, and III

S.P. = STEEL PAN'D ED = END DOORS

M.L. 9/11/50 REVISED 7.5.51

NOTE D. LEE HAS ALL THE DIAG-DWGS. FOR VERTICAL MATCH BOARD TRAILERS.

TRAILER COACHES

Sheet 1

DIAG	No	Size	Roof	Details	Ref.
-	No 13	- ?	- ?	BOW ENDED TRAILER C&CHOC	PHOTO GW MAG 1913 P.170
		70'-0" x	ELLIPT.	IN PAIRS OR FOURS WITH STEAM LOCO (DISGUISED AS COACH) IN CENTRE - VG.	PHOT. GW MAG 1907 P 227
			ELLIPT	BOW ENDED CR & CHOC	PHOTO GW MAG 1905 P81
	W118W W118W	?	ELL.	BOW ENDED TOP LIGHTS, VERT PLANKG (MON TROY) - - - - - - -	PHOTO INCL ENDS, ETC BW 9/27-9 - - CC7&7A
	W173W W173W		ELL.	BOW. END. TOP LIGHT. (PENT. RD) - - - - - - -	" BW 9/30&31 CC6A.
	W243W W243W	?			PHOT. UNDERGEAR BW 20/19 PHOTO (INSIDE) BW 20/20
	W178W W178W W178W			KIDD. SIDINGS - - - - -	BW 25/34 COACH BW 25/32 CLOSE UP STEPS. BW 59/5&6 COACH
	W250W	60'-6"?		ORDINARY 3RD/BK COACH ALTERED WITH END WINDOW	PH. END VIEWS BW 29/4&5
	W236			END VIEW CLOSE UP	PH BW 29/28

7

TRAILER COACHES

SHEET 2

DIAG	Nº	Size	Roof	Details	Ref
	W244				END VIEW BW30/27
	W244				PH (DRIVERS' COMPT) BW30/28
	W200			APP. PERM. AT CARMARTHEN SHEDS	PH. VEHICLE BW31/13
	W079045W			AT CARDIFF	PH. VEH. BW31/38
	W80978	?	CLER. (ROYAL) ROOF	COPYRIGHT (ASTON) IN PENSANCE	COPY PH. BW33/22
	W80975	?	SEMI. ELLIPT	IN C & CHOC AT BRISTOL [NOW INS. SALOON]	PH. VEH. CC6.
	–	VERY LONG 70'?	SEMI ELLIPT	BODY (BLUE) AT LLANYMOWERH STN	PH BODY CC8
	W231	(61'-6 × 8'-11 / 9'-3)?	Semi Ellip.	at WREXHAM	PH COACH CC31A
	W60W				PH. VEH. BW35/36

TRAILER COACHES

SHEET 3

DIAG	Nº	Size	Roof	Details	REF
	W29W				PH. COACH BW 36/13
	W232W				PH. COACH. BW36/14
	W53W OR 55				PH COACH BW 36/15
	29 - 34 42 - 47 ETC	70' × 9'-0"	ELLIPT.	DWG 29555 C1905.	PH DIAG BW 38/5 & 40/5 ✓
	EX AUTO COACH 176	—	—	STEPS (CLOSE UP)	PH. STEPS. 51/13 & 14.
?	?	APPROX 36'	ELLIPT	BODY. VERY SHORT	PH. BODY 60/27
	GWR Nº 163			NO DETAILS	PH. VEH BW 64/20
S ?	GWR Nº 48			MOTOR TRAILER (CONCERTINA) AUTO LOT 1128	PH. VEH BW 64/50 van ✓
	W49W.				PH VEH BW 78/68.
	W079047	W		1966 DIDCOT	PH VEH. CC 60A PH. END VIEW PH BUFFERS ETC } BW. 90/29 to 32
				DETAILS ASSOC. WITH RAILMOTORS. Nº 73 to 83 LOTS 1101 & 9	} MRN APRIL 67 P.182-3

B.GAUGE COACHES & TRACK ETC

photo of 6-wheelers. { GWR MAG 1904 P19 ← BW. 18/17 PHOTO OF }

MIXED TRACK (B.G. & N.G.) { GW MAG. SEPT 35 P472 BW 18/18 PHOTO OF }

FROM R.P. WALFORD (see also McDermott) B.G. CONV. TYPE I So built on regards body panels that it was fairly easy to take a slice out. They belong to the pure ARC roof period. Usually, after slicing the bodies were restored to the same chassis, also sliced.

TYPE II had normal N.G. Body on B.G. chassis, only the latter requiring altering.

TYPE III had normal N.G. Body on B.G. Bogies with wide two-stage steptboards fitted to the body as shown in photos of last B.G. expresses. These could be converted at 20/DAY using stock of new bogies. Only other alteration required was buffers & steptboards! Bogies were DEAN 6'-4" Earliest were 8 wheel rigid, with equalized pairs of axles at 7'; these were altered, & 8'-6 bogies, the latest, fitted.

PH. OF B.G. COACHES IN SWINDON MORTUARY 1892 (McDERMOTT. P398) - COPY. → BW 48/17

PH. OF B.G. COMPO BKE (STRATFORD ON AVON) BODY BW 51/32-35

PH OF B.G. 7 CPT BODY (MIDGHAM STN.) 60/29 & 30

PH OF B.G. 4W 3rd Class Coach Built 1851 80/15 & 16

VALE OF RHEIDOL COACHES

ALSO FFESTINIOG STOCK

VALE OF RHEIDOL

VG. PHOTO & ART. (SHOWING GARTER & CRESTS)	GW MAG 1923 P 417
PH. & ART (NEW COACHING STOCK) Coach No. 4149 (INCL INTERNAL VIEW)	- - 1938 P285
PH. OF COACH. W4995 W at ABERYST.	BW 45/18
PH. OF 4W BKE VAN No. 137? DIAG. K43	BW 50/38.
PH. OF BOGIE BK/3RD DIAG. D.128 W4996	BW 53/18
PH. 4W VAN (ABERYS)	98/3.

FFESTINIOG

PH. BOGIE COMPO. AT TAN-Y-BLCH (NEWLY PAINTED) 1ST BOGIE COACH IN BRITAIN 1861	CC20
PH BOG. PASS. BRAKE (AT BISTON LODGE)	CC20 A

WELSHPOOL & LLANFAIR

PH BOGIE PASS? VEHICLE EX UPNOR-LODGE HILL RLY?	59/16.
PH BOGIE PASS COACH (HYBRID)	59/25

SEE ALSO TYPED NOTES FROM D. LEE (IN FILE)

CAMBRIAN COACHES 4W & 6W

DIAG	Nos	SIZE	ROOF	DETAILS	REF
B1	154 - 157	31'-1" x 8'-3" ✓	ARC.	6 WHEEL. 4 CPT. 1ST/3RD COMPO. c1910 WITH 2-LAVS	DIAG DWG IN FILE.
C	241 - 252	35'-0" x 8'-0" ✓	ARC.	6 WHEEL. 6 CPT. ALL 3RD.	DIAG DWG IN FILE
C1	15/61/65/168 to 172 ? 177-181-183, 186 188/189/191 to 195-? -199, to 209	32'-0" x 8'-0" ✓	ARC	6 WHEEL 5 CPT. ALL 3RD	DIAG DWG IN FILE.
D.	3/5/89/116/129 to 134 158, 159, 162, 163.	28'-6" x 7'-11¾" ✓	ARC	6 WHEEL 5 CPT ALL 3RD	DIAG. DWG IN FILE
D1	22/41/43/109/110 165 to 167.	35'-0" x 8'-6"	ARC.	6 WHEEL 4 CPT. 1ST/3RD COMPO WITH LAVS. & LUGG <c.1910	DIAG. DWG IN FILE
M.	NOT IN EXISTENCE !	25'-7" x 8'-0"	ARC	4 WHEEL 5 CPT. ALL 3RD ! SQUARE PANELLED ?	DIAG DWG IN FILE.
M1	12/27/57/71/91	28'-1" x 8'-0"	ARC.	6 WHEEL. 4 CPT ALL 3RD WITH CENTRE LUGG.	DIAG DWG IN FILE.
N.	24/25/35/47	31'-10" x 8'-0"	ARC	6 WHEEL 4 CPT. 1ST/3RD COMPO. WITH CENTRE LUGG	DIAG DWG IN FILE.
N1	148 to 153	29'-5" x 7'-11"	ARC	6 WHEEL 4 CPT 1ST/3RD COMPO WITH CENTRE LUGG.	DIAG DWG IN FILE
O	76/81/83/84	23'-11" x 8'-0"	ARC.	4 WHEEL 4 CPT. 1ST/3RD COMPO	DIAG DWG IN FILE
O1	No-21	21'-6" x 8'-0"	ARC	4 W. 4 CPT. 1ST/3RD COMPO	DIAG DWG IN FILE
P.	-	25'-7" x 8'-0"	ARC	4 W. 5 CPT ALL 3RD. CONVERTED TO PASS. BKE VAN c1912.	DIAG DWG IN FILE
P1	34/40/49	25'-6" x 8'-0"	ARC	4 W. 4 CPT. 1ST/3RD COMPO.	DIAG DWG IN FILE

CAMBRIAN COACHES 4W & 6W

DIAG	Nos	SIZE	ROOF	Details	Ref.
R.	210/212/214	35'-0" x 8'-3"	ARC	6W. 4 CPT. COMPO WITH END WINDOWS. {3 LAVS. SOME / 4 LAVS. OTHERS} & LUXG. CPT	DIAG DWG IN FILE
R1	54/55/58/60/62 to 64 67/69/70	28'-2" x 7'-11¾" 9'-5¾" OVER WINGS	ARC	6W. 3 CPT. BRAKE 3RD + LUXG CPT	DIAG DWG IN FILE
S1	No-1	33'-4" x 8'-0"	SEMI ARC.	6W. 1ST CLASS SALOON. WITH LAV & GDS. CMPT	DIAG DWG IN FILE
T	No- 228	27'-6" x 8'-0"	ARC.	6W. FAMILY SALOON WITH LAV.	DIAG DWG IN FILE
T1	31 & 39.	25'-6½" x 7-11½ & 9-2½ (WINGS)	ARC	4W PASS. FULL BRAKE VAN	DIAG DWG IN FILE
W.	6/7/108/118/124/135 to 138/164/187/253 to 258/261 to 263.	32'-0" x 7-11 & 9'-2" (WINGS)	ARC	6W FULL PASS. BIKE VAN.	DIAG DWG IN FILE
W1	68/78/90	34'-1" x 7'-11" & 9'-4" (WINGS)	ARC.	6W. 4 CPT. 3RD/BIKE	DIAG DWG IN FILE
X1	No- 10.	25'-6½" x 8'-0"	ARC	4W. FAMILY SALOON	DIAG DWG IN FILE
U	190 & 326	24'-0" x 8'-4"	ARC.	4W HOUNDS. VAN	DIAG DWG IN FILE
U1	No-292.	32'-0" x 8'-3"	ARC	6W LOUVRED MEAT VAN	DIAG DWG IN FILE. PH. VEH. RLY MAG 1903. VOL 13 P.307.
			ARC	4W. ROYAL COACH	PH. VEH. GW. MAG 38 P362.
	BODY FROM 4100 SERIES -4111 CAMB. 241 - 252	38'-0" x	ARC	6W ALL 3RD. BODY @ MACHYNLLETH. BUILT 1895 PER WALFORD 16TH FEB 63.	PH. BODY 32/37
	BODY AT FENNS BANK	?	ARC	MOULDINGS ON LOWER WAISTE	PH BODY
?	No 264 & 5		ARC	6W Family Saloon (COUPEE END)	PH DIAG. 64/47 ✓
	No 259 & 260		ARC	6W 3RD CLASS SALOON	PH DIAG 64/47 ✓

SEE ALSO D. LEE'S NOTES IN FILE.

CAMBRIAN COACHES (BOGIE)

DIAG	Nos	SIZE	ROOF.	Details	REF
A	278 - 287	45'-0" x	ARC ?	1ST/3RD. CPT. SUBURBAN? ORIG. TRI-COMPO COMPO [redacted] WITH LAVS. & LUGG. CPT.	DIAG. DWG. IN FILE.
A1	274-277 & 288/9	45'-0" x	ARC ?	TRI-COMPO WITH LAV & LUGG COMPTS. 6-CPT. SUBURBAN? ALT. TO BKE/3RD. NOV 1911 SUB.	DIAG. DWG IN FILE
B	266 - 273	43'-0" x	ARC ?	1ST/3RD COMPO. 7 CPT. SUB'N	DIAG. DWG IN FILE
Q	278 - 287/20/308	45'-0" x	ARC ?	6 CPT. TRI-COMPO WITH LAVS & LUGG. CPT. SUB'N	DIAG DWG IN FILE
Q1	20, 308	45'-0" x	ARC ?	6 CPT TRI-COMPO WITH LAVS. & LUGG. CPT. SUB'N	DIAG DWG IN FILE
S	229 - 240	45'-0" x	ARC ?	6 CPT. 1ST/3RD COMPO WITH LUGG. CPT SUB'N	DIAG DWG IN FILE [redacted]. [redacted].
~~S1~~	[redacted]				
V	29/30/306-7/310 & 311	54'-6" x	ARC ✓	CORR. COMPO 1ST/3RD WITH 2-LAVS. Nº 307. (DITTO) - - - -	DIAG DWG IN FILE DWG & PHOTO MRN 46 P12
V1	2/16 to 18/38/77/80/309	45'-0" x	ARC ?	7 CPT ALL 3RD. SUB.	DIAG DWG IN FILE
?	DW. 80945		ARC ✓	AT MORETON-IN-MARSH. B. 1897. 48'-3" x 8'-1"	PH. VEH. CC 21 & 21A. " " CC 22 & 22A. " " CC 23 & 23A. PH. COACH END CC 24 PH. BOGIE CC 24A & 25

RHYMNEY COACHES (ALL TYPES) P. 1

	DIAG	Nos	Size	Roof	Details	Ref.
				ARC.	BOGIE COMPO 1ST/2ND COPY LOCO MAG. 1901 P.96.	DH. VEH. 16/31
					NOTES ON LIVERIES COPIED FROM EF CARTERS RLY LIVERIES.	BW 84/14 & 15

TAFF VALE COACHES (4W & 6W)

	No.	Size	Roof	Details	Reference
	274	34'-0"	ARC.	c1900 2 PRS. D. DOORS. 6W. PASS. BKE VAN WITH GDS. LOOKOUT.	VG. DWG & ART MRC. FEB 57 P.49.

TAFF VALE COACHES (BOGIE STOCK)

	No	Size	Roof	Details	References
	77.	44'-9¾ x 8'-0	ARC.	1ST/2ND COMPO NON CORR.	VG ART & DWGS. MRC JUNE 57 P158
	UNDERFRAMES & BOGIES FOR BOGIE CARRIAGES. (ALSO SEAT DWGS)			42-1½ 43-1¾ & 44'-2¾ LONG.	VG. DWG & ART. MRC AUG 57 P208
	148	43'-8¾ x 8'-0	ARC.	3RD CLASS 8 CPT. NON CORR. C1898	VG. DWG & ART MRC DEC 57 P310
	UNDERFRAMES & BOGIES FOR ABOVE ↑				VG DWG & ART MRC APR 59 P.82
	22	42'-8½ x 8'-0	ARC	TRI-COMPO 7 CPT. NON CORR C1895	VG DWG & ART MRC FEB 58 P40
				BODY ON ELY STN (POSS. TAF VALE)	PH BW 32/1

BARRY RLY COACHES

PHOTO BARRY COACH BOGIES 6'-5" journal Centres — St. Canon on COACH W263W { BW 28/34, BW 27/15 & 18

PHOTO EX BARRY COACH GAS LIT W263W. (STOKE CANON) CC39 & 39A. BW 28/9, 11, 12, 31.
" " " " " (END VIEW) BW 28/15
" " " COACH BW 29/31

Ph. Trimmer & Lyon Tanks etc W263 GAS LIT COACH W263W. BW 27/16

PH. GAS LAMP INSIDE BARRY COACH W268. BW 29/18

PH Blank Coach DW 14012 (but could be CAMBRIAN)? BW 32/8

D. LEE:- GW 263 = BARRY 197. Built 1920 50'-11" x 8'-6" ELECT. LIT. & CONVERTED
GW 268 BARRY 198 TO GAS. 1949 TO WORK CULM VALLEY BRCH.

Ph. bW. FULL BKE No DW. 40002. BW 64/48

NOTE:- BEADING WAS ½ ROUND & 1" WIDE × ½" DEEP.

LNER · COACHES INCL EX GN RLY ETC

BOGIE

VG. DWG & ART. LNER 61'-6" BRAKE/3RD SALOON COACH. MRN MAR 53 P52

VG. ART & PHOTO OF MODEL. LNER. FULL PASS. BKE. CONST. METHODS. RM. DEC 59 P264

PHOTO FULL BOGIE BRAKE? (OR PIGEON VAN) BW 5/4

" — — — — — — — BW 7/22&23

" — — — — — — — — BW 11/28-33

" PULLMAN COACH (YORK STN SIDINGS) Nº-339. BW 22/32

PHOTO BOGIE BRAKE E4807E 52'-6" IN YORK SIDINGS (EX G.N.) BW 22/33 & 34/49 51 55 CC17

PHOTO BOG. BRAKE Nº DE320780 EX NE. (YORK SIDINGS) (INCL. BOGIE CLOSE UP) BW 22/35&36

PH. BOGIE BKE/3RD. DE 320559 EX GN (STAN TUNN.) BW 24/15

PH 12W TEAK INSP. COACH (EDIN. WAV. STN) CC 12

PH 4W PASS BK (EX GN?) YORK CC16

PH BOGIE PASS BRK (PIGEON VANS) WIGAN (WITH TOPLIGHTS) CC 32 & 32A

PH — — — — — (LONGSIGHT) — — CC 33.

PH. 6W 5CPT. PASS. COACH (VERY OLD) SPOKED wheels LONG SPRINGS (YORK) NE(ENG) 902515 CC37.

PH BOG CORR BK/3RD EX GN ✓ DE 320559 (STANEDGE TUNNEL) CC 37A.

PH. CLER. SALOON WITH END GALLERY (TEAK FINISH) ✓ VG. 94/9 & 10

LNER COACHES INC EX GNR ETC

4W & 6W

DWG. 4W BKE/2ND. (EX G.N.R.) MRC NOV 38 P314
PHOTO 4W BKE/3RD (EX GNR) (WITH END WINGS.) MRN. JULY 56 P189
VG DW. 4W ALL 2ND. (EX GNR) MRC SEPT 43 P136 Clwb Library

V.G. DWG PHOTO & ART. 6W. ALL 3RD (5 COMP.) EX. G.N.R. MRN NOV 54 P228

PHOTO 6W. EX N.E. COACH (WOODEN SOLEB. & H/S) SPOKED WHEELS LONG SPRINGS YORK SID'GS BW 22/34
PH. 6W PASS FULL BKE WITH END WINGS (ROYTON) EX GN? CC4
PH. 4W. PIGEON VAN (NO DETAILS) BW. 66/18 & 19

LMS & ABSORBED Cos

LMS

PH. 12 wheel Restaurant Car No. M35. c1935 — BW. 22/8 & CC36A.
PH. 4 WHEEL. COACH. (L.M.S.) — 77/52.
PH. LINE OF 4 WHEEL COACHES. (L.M.S.). — 77/53.

L&Y

Ph Body (Bogie Corridor) Cheet Hill Jct Carriage Sidings CC14
PH 1st CLASS DINING CAR 6W Bogie. c1905 BW 87/28

MIDLAND

PHOTO 4W Coach built 1887 No. M198719 (WOODSTOCK SIDINGS) BW 24/17 & CC38
" END VIEW (UNUSUAL DOOR & LINKS) BW 25/7
" 45' Bogie Clerestory (Royton Branch nr YARD) M45033M (c1899) CC18 & 18A
" 6W PASS BRAKE (- - - - -) M279730M (c1891) CC19.
" BOGIE SALOON M15841 BW36/21

L.N.W.R

INCL BOGIE CLOSE UPS.

PHOTO BOGIE BKE/COMPO. DM. 198616 NORTHWICH CC. 60 & 84/18 to 22
PHOTO 6W CEN. VAN COMPO WITH OUTSIDE RODDED BKES. NORTHWICH DM 284662 BW 84/16 & 17.
PH Bogies LNWR 90/18

ODDMENT COACHES
NON GWR ~~& ABSORBED~~

PH.	EX. S.E.C.RLY. COACH S.10985 AT SEATON JCT	BW 29/8
PH.	- - - -- (BOGIES)	- - - /9
PH.	EX G.C. RLY. COACH (YORK)	BW 34/53 CC17A.
PH	4W STOCKTON & DARLINGTON COACH YORK	CC16 A.
PH.	S.R. BOGIE COACH (BIRDCAGE) ROOF OSWESTRY S1719	CC26 & 46/7 & 10
PH.	L N W R. ROYAL SALOON (12W) IN COLOUR	PH. VEH. 64/54
PH.	L N W R. DINER (INSIDE) COLOUR	PH (INSIDE) 64/55
COL. PH.	OF LIVERPOOL to M/C 4W COACH "EXPERIENCE	PH. VEH. 64/56
PH	- - - - - - - - - - - - - - - - - -	PH VEH 65/63
PH.	LIVERPOOL/MANCHESTER 1ST CL COACH (CLAP. MUS.)	PH VEH. CC58 & 58A
PH	- - - - - - 2ND " " " "	PH VEH. CC59.
PH.	EX N.B. Coach & Bogies at LAIRG STN.	BW. 82/10 & 11
PH.	GLAS. & SW. 6W PASS COACH. DM 297264	CC 62 & 97/27 & 28
PH	- - - - - - - - - - - - DM 297289	97/30 to 32
PH	N.B.R. Bogie Coach & Bogies	97/29
PH	6W EX GNR 5CPT COMPO	98/19 & 20
PH	NEW BR MOTORAIL VANS (CAR TRANSP.)	100/4 & 5

COACH ODDMENTS
ABSORBED BY GWR

GALLERY COACH EX. B&E RLY. 6W. NOW 4W Nº-14643.	PH. VEH.	BW 48/19
EX. W. MID. 4W. AFTER DOWNGRADING TO 3RD. IN 1867.	" "	96/32
EX. Chester & Birkenhead 4W 1st after D. grading to 3rd in 1872.	" "	96/33.
EX W. MID. COMPO 4W after downgrading to 3RD in 1873.	" "	96/34

CARRIAGE CODE NAMES
PER C. STROVENS

& BR COACHES

CHAFER.		Invalid Carriage.
CHINTZ		Family Saloon
CHUB		4 or 6W 3RD Saloon
CHUB A.		Bogie 3rd or Nondescript Saloon
CRICKET		4 or 6W Compo
"	A	Bogie Compo.
"	B	Bogie Bke Compo
"	C	Bogie Compo Corridor
	D	Bogie Bke Compo Corr.
EMMET		4W Bke 3rd
"	A	Bogie Bke 3rd.
FIRST		4W First.
"	A	Bogie First
"	B	Bogie First Corr.
GNAT		Bogie Slip Compo.
"	A	Single End Slip
"	B	Double End Slip
MELON		Bogie Third Van End
"	A	Bogie Bke Third
"	B	Bogie Bke Third Corr. (NOT MORE THAN 9'-3" WIDE)
"	C	- - - - - - 9'-6" WIDE
"	D	" - - - - - CLERES. 8'-6" WIDE
"	E	- - - - - - - - (NOT MORE THAN 9'-7" WIDE)
"	F	- - - - - - - - CENTRE CORR.

SNAKE		4W PASS. BKE VANS
"	A	6W " " "
"	B	Bogie - - - - - -
"	C	" - - - - - (GANGWAYED SIDE CORR.)
"	D	" " " " (GANGWAYED OPEN - NO CORR)
TERMITE		4W Third
"	B	6W Third
"	A	Bogie Third
"	C	Bogie Clerest Corr. 8'-6" WIDE
"	D	Bogie Third Corr. 10 Compts.
"	E	" " " 8 CMPTS (NOT MORE THAN 9'-3" W)
"	F	" " " - - - - (" 9'-6" W.)
"	G.	Bogie 3rd NON-CORR. 10 CMPT.
"	H	Bogie 3rd CORR (NOT MORE THAN 9'-7" WIDE)
"	J	Bogie 3rd centre corridor.

BR BKE/2ND (Blue + White)
" " - - - - M35109 } SAME? PROB.LY

90/1
CC 61

CAMPING COACHES.

№	CONVERTED	EX. №	TYPE & NOTES	LAST NOTED	DATE	COLOUR
9850						
51						
2						
3						
4						
5						
6						
7						
8						
9						
9860						
1						
2						
3						
4						
5						
6						
7						
8						
9						
9870						
1						
2						
3						
4						
5	1958		57' TOPLIGHT	-		
6	"		" "	ABERDOVEY.	6/62	CWC
7	"		" "	(OR ST. AGNES)? "	"	"
8	"		" "	"	"	"

20

9879	1958	2573	57' Tothlight (Steel Panelled)	D. Warren	5-62	C&C
9880	"	3631	" " " "	" "	"	"
1	"	3980	" " " "	" "	"	"
2	1957	3835?	" " " "			
3		3917	" " " "			
4		3898	" " " "			
5		3963	" " " "	D. Warren	5-62	C&C
6		3665	" " " "	" "	"	"
7						
8						
9						
9890	1956			MARAZION	7-62	C&C
1				"	"	"
2						
3						
4						
5				MORFA MANDACH	6-62	C&C.
6				ST AGNES	7-62	—
7						
8			Photo J.N.S.	ST. IVES	5-62	C&C
9	"		" "	" "	" "	"
9900	1952	8315	CLER. 58' 1ST. 61'-1" O.A. x 8'-7" (1902) PHOTO J.N.S.	—	—	—
1	"	7492	CLER 55' COMPO 3x1, 4x3.			
2	"	7508	" " "			
3	"	7463	" " "			
4	"	7484	" " "			
5	"	8321	" 58' 1ST (5 COMPT + 2 OPEN BAYS (1903?).	FALMOUTH	3-62	C&C.
6	"	7472	" 55' COMPO 3x1 4x3. PHOTO C.M.S.			
7	"	7474	" " "	PERRANWELL	3-62	C&C.

	CON.						
9908	1952	7502	CLER 55' COMPO				
9	"	3243	CLER 54' 3RD 5 COMPT + 3 OPEN BAYS (189?).				
9910	"	8291 & 338	CLER 50' 1ST. (1897) N.C. 53'-1" x 8'-7" & 9'-2"	(PHOTO C.M.S.) DOLGELLAU.	6-62	C.C.
1	"	2424	56' TOPLIGHT 59'-1" x 9'-0 & 9'-5"	FAIRBOURNE	6-62	CC
2	"	3632	57' "			
3	"	2422	56' "	LAVERNOCK	6-62	CC.
4	"	2463	57' "			
5	"	2425	56' "	ABERERCH	6-62	C.C.
6	"	3630	57' "	DYFFRYN	" - "	"
7	"	2457	57' " PHOTO PAMLIN 510/5	ARTHOG.	6-62	CC
8	"	2426	56' "			
9	"	2427.	56' "	NANCEGOLLON	7-62	CC
9920	"	2458	57' "			
1	"	2460	" "			
2	"	2459	" "	TALSARNAE	6-62	C.C.
3	"	2462	" "			
4	"	2468	" "			
5	"	2456	" "	ST ERTH	7-62	CC.
6	"	2461	" " PHOTO LENS OF SUTTON	" "	" "	"
7	"	2476	" "			
8	"	3629	" " 3RD. " " "			C.C.
9	"	3634	" "	LLWYNGWIL	6-62	CC.
9930			57'			
1			"			
2			"	SULLY	6-62	C.C.
3			"			
4			"			
5		2634	4W. SUB BRK/3RD. 4 COMP. 31' (c 1894).			
6		2635	" " " "	W/D 1948		

9937	–	2657	4W SUB. BK/3RD	PHOTO CMS.	SHREWSBURY	6-62.	BLACK
38		2660	"				
9		2663	" "				
9940	1938	416	" "		PYLE	6-62	CRIMSON
1	"	957	" "				
2	"	912	" "				
3	"	475	" "				
4	"	411	" "	PHOTO CMS.	OSWESTRY.	6-62	BLACK
5	"	913	" "		W/D 1951		
6	"	951	" "				
7	"	947 (9?).	" "				
8	"	956	" "		PYLE	6-62	CRIMSON
9	"	935? (945)?	" "				
9950		7367	CLER. 48'-6" LAV. CENTRE VAN COMPO				
1		68	- - - - - - - - - - - - -	PHOTO CMS.	CAERSWS	6-62	BLACK.
2		69	- - - 51'-7" x 8'-1" & 8'-6¾	" "	BARMOUTH	"	"
3		70	"				
4		72	"	DWG & PHOTO MRN 1946 DEC p 241			
5		7399	" Bogie.				
6		95	"				
7		97	"				
8		98	"				
9		7400	"				
9960		02	"				
1		03	"				
2		6820	CLER. 6W. Centre Van Tri Compo				
3		6822	- - - - - - - - -				
4		23	- - - - - - - -	SKINLEY p 101			
5		27	- - - - - -				

9966		6850	BOT. CLER. LAV. CENTRE VAN 1/2 COMP. 46'-6"	PAR	3-62	RED.
7		6853	" " " " " " 50' x 8'-1" OA PHOTO CMS.	WREXHAM CENT.	6-62	BLACK
8		6856	" " " " " " PHOTO GWR MAG. 36/6			
9		6858	" " " " " "			
9970		7044	" " 48'-6" Centre Bk. Tri Compo.			
1		46	" " " " LAV, TRI-COMPO [3.21.LAV.12.3.3]			
2		50	" " " " " " " " " "			
3		52	" " " " " " " " " "			
4		54	" " " " " " " " " "			
5		55	" " " " " " " " "			
6		58	" " 48'-6" LAV. CENTRE BK.			
7		6818	6W. CLER. CENTRE VAN. TRI-COMPO (1887)			
8		6861	~~BOT. CLER~~ CLER. LAV. CENTRE VAN.	PYLE	6-62	BLACK.
9		2	" " " " " "			
9980		7042 M3.	CLER. 48'-6"? LAV. CENTRE VAN.			
1	1934	6196	6W. CLER. COMPO 31'			
2		6218	" " " "	W/D 1950		
3		6223	" " " "			
4		6244	" " " " PH. GW MAG. 35/P.196			
5		6245	" " " "			
6		6787	" " ARC ROOF TRI-COMP. 31'	W/D 1950		
7		6791	" " " " "			
8		6794	" " " " " "			
9		6798	" " " " " "			
9990	P.T.O.					

9990	1934	6799	6W. ARC ROOF TRI-COMPO 31'		W/D. 1950
1	"	6803	- - - - - - - - - - -		W/D. 1952
2	"	6874	6W 3 CEN ROOF CEN. VAN EX B.G. 1882 [2.1.V.1.2]		W/D 1954
3	"	6889	- - - - - - - - - -	PYLE	6-62 CRIMSON
4	"	6907	- - - - - - - - -		W/D 1953.
5	"	6914	- - - - - - - - - -		
6	"	6923	- - - - - - - -		
7	"	6931	- - - - - - - - -		WARLOSS 1944.
8	"	7885	4W SUB 1ST/3RD 28' METRO. [1.1.3.3.3.]		
9	"	6729	BGG. CLER. 46'-6" BK. TRI. COMPO [1.2.33.2.2.V, GD		

C+C (CHOC & CREAM) & GREEN ARE IN USE AS CAMPING COACHES.

Black + Crimson are now Departmental Vehicles.

END VIEWS

~~COACHET~~

Ph ~~Bwt~~ Camping Coach W9931W.	BW 66/31
PH. OF OFFSET CORR. COACH END	72/29
PH. OF CORR COACH. (Colley Bogie) W1146?	BW 100/30
PH OF "PRINCE OF WALES" COUPE	BW 100/33.
PH. OF 40'-0 3/4 PASS. BKE Nº 933 (BENDLEY)	BW 101/8
PH " - - - - - - - - - - ("GUARDS" LOOK OUT)	- - - - /7

FURTHER INF. REQUIRED BEFORE ENTERING UP

INSPECTION SALOONS (GALLERY ENDED TYPE) (VG DETAILED ~~See~~ letter from WALFORD. FEB 16th 63)

Rently 4 CPMP COMPO with centre Van (LVRG)

PHOTO Nº 14643

SEE ALSO. MECC. MAG 1929 P650 (VG LINED OUT PHOTO) (NOT GOT.)

Nºs 6455-80 6500 30' OL.

ALSO VG. END PHOTO GW MAG 1908 P197.

most dismantled from 1st/2nd to 2nd/3rd in 1879.

Rebuilt as Inspect Saloon 1907-20

CLER III CORR. DW 80924 58'-1 x 8'-7 49-0 — BW 46/17.

* ~~4W BKE 3RD? DW 14933. 31'-2 x 8'-1 (ODD WINDOW OUT!)~~ PROB. 28'-0¾ LONG. — ~~BW 46/20, 21, & 23.~~

~~Clerest II Body at PONTESBURY 32'-0¾ x 8'-6¾~~ — ~~BW 48/21 to 24~~

~~4W Messing & Shooting Van~~ Clerest Body at Southall — 49/14

12W Restaurant Car W 079128W. at Swindon — 49/19.

Bogie Vehicle W 14326? ARE Rof at Rhymney Stn. — 30/34 & 31/1

" " DW 14012 ——— at Penarth Dock — 32/8.

CLER III BODY TIDDINGTON — 51/ ~~13 & 14~~ 19 & 20

CLER III Coach DW 14204 — 59/10.

Cler. ROYAL COACH BODY — 60/28

CLER III Body NO Nº NEWBURY STN — 60/31 & 32.

Body at Chalfont Stn (Methodist Church) — 61/9 to 12. & CC 50

Mortan Corr (~~Comp~~ all 2ND) at SWINDON (COIL SPRING BOGIES) — 63/2 & CC 51

Corr BKE/3rd on Comfo W 3594W Kemble — 63/23

PH BODY. 4 CPT. ALL 1ST? — 64/51

PH. TRAIN OF ASSORTED COACHES (LOCO. PUB. Cº) — 65/59.

PH EX PULLMAN COACH AT TULLOCH STN — 81/17

PH COACH EX? FORT WILLIAM. — 81/18

PH. COACH @ CRIANLARICH DE 320185 — 82/8

PH OBSERVATION COACH (KYLE OF LOCH.) AT INVERNESS — 82/9

PH OLD GW. CLER COACH (SEMI-CORR) RLY CARR. IAN ALLAN P.12 — 82/37. (NOT BAD TO MODEL.)

BOTHIE CORR. COACH. DM 198816M (SC. 97/18 & 19
PH. PULLMAN CAMP COACH ARISAIG STN (SC40) 98/11
PH WF829W PROB BEWDLEY BW 101/18

FURTHER INVESTN BEFORE ENTERING UP.

VG DWG & ART MRC AUG 44 P121 MMRS LIB.

? ALL 1ST. VG PHOTO MRC AUG 44 P122. ~~CUB LIB~~.

GWR SALOON length unknown MRC. NOV 38 Clerest

? TPO. Mail Van MRC. MAR 47

58' ex 3rd VG Photos MRC MAR 46 P29 MMRS LIB.

60' Bow Ended Saloon. VG Dwgs & several photos MRC APR 46 P41 (MMRS LIB)

See VG. letter on Coach Nos MRC July 61 P.183.

VG Photos and LIV. Details RWYM R 46' Tri-compo LOCO MAG 1901 P96 MMRS LIB

Royal Saloon 1897 Photo R world AUG 57. Photographed by me?

GWR 1914 Bogie 9'-0" Photo by M. Long. MRC JULY 46 P82 Clerest Interior (Fishbelly)

W 9952 Clerest Coach Type? SEV. ~~Sev~~ Photos BW 3 | VARIOUS.

DW 101632 4 wh Duff Nest Doors DH. BW 3 | 17.

Coach Body at Ledbury Stn Dash Waste Panels BW 9 | 25

~~Clr Coach Type?~~ ~~BW. 20/2~~

W6713 main line Coach Corr Length? BW 28/35 & 37 END VIEW.

DW 203 Top light Coach BW 33/4 Corr in Non Corr. UNUSUAL END LAV NEAR D DOORS

W 9878 ARTN? CORR 8 CPT WITH END LAVS LENGTH? CC2A.

DW 329 Corr Top lights. CC8A.

BODY 8 CPT IN LEDBURY STN SIDINGS ⌒ ROUND TOP DOOR CC13 & 13A

Dreadnought 079002 but 60'-6' long? from COL STR. BW 36/4

UNKNOWN ARC Roof Coach (GWR?) but GWR LAMP BKTS BW 36/19

PASS BKE BODY IN WREXHAM CENTRAL STN CAMBRIAN? GC? BW 45/5

CLER. III Coach 8 CPT. DW. 14204 BW 45/34.

CORRIDOR TOPLIGHT 60'-6 x 9' & 9'-5¾ DW. 150039. BW 46/8.

GROUNDED BODY @ KYLE OF LOCHALSH STN (HEARSE?) CC61A & 97/11 & 17